

How the EU can better align spending with its climate and energy targets

September 2017

Summary

The EU's Multiannual Financial Framework (MFF) determines how EU money is spent. The current €1 trillion budget runs from 2014 to 2020 with almost €100 billion earmarked for investment in the transport sector. The current MFF Regulation states that "the Commission should present a proposal for a new multiannual financial framework before 1 January 2018". This budget would most likely start from 2021.

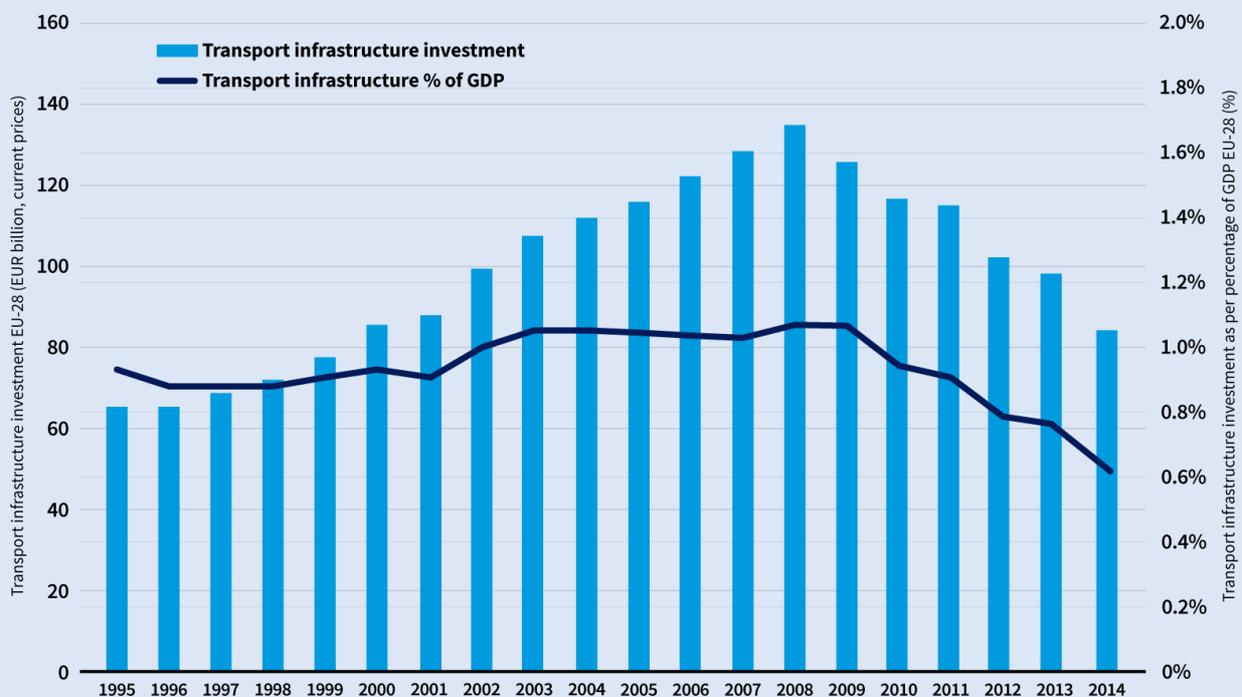
Transport is the largest source of EU emissions and accounts for around a quarter of EU GHG emissionsⁱ. Meanwhile air pollution from road transport contributes to over 400.000 premature deaths per yearⁱⁱ, **26.000 people die in traffic annually and the EU economy loses €100 billion every year in congestion**ⁱⁱⁱ. **A large portion of the EU's budget is currently spent on expanding road infrastructure and building up fossil fuel infrastructure (e.g. LNG terminals).** A future EU budget should invest tax payers money more carefully, and prioritize investment in infrastructure that reduces the environmental impact of transport and assists member states in reaching their climate goals. In particular the post-2020 budget should:

1. Increase the Importance Given to Climate Change when Selecting Projects. The infrastructure we build today will still be there in 2050. The European Commission must develop a comprehensive and transparent methodology – comparable to the environmental impact assessment - to assess the climate impact of prospective projects. A reliable climate impact assessment methodology that is applicable across all EU spending schemes is crucial to ensure that there is alignment between investment and climate targets. Furthermore, the climate impact could determine the level of EU co-financing. This would not only support the **EU's decarbonisation efforts but also avoid wasting billions of taxpayers' money on stranded assets.**
2. Support Electrification and Cities. The defining challenge of the next decades is to decarbonise the economy. This can only be achieved by transitioning to an economy and a transport sector that run on clean, renewable electricity. The investment needs and opportunities in both the power and transport sector are enormous and a future EU budget should reflect this. This would require a shift from building new infrastructure to upgrading existing infrastructure. In addition, a future budget should better support cities. 75% of Europeans live in urban areas and 80% of EU GDP is created in cities. A much larger portion of the budget should be devoted – and accessible - to European cities so they can build the high quality transport infrastructure they need to prosper. The EU could also promote a centralised procurement service and standardise the application for joint city procurement.
3. Be based on EU Own Resources that Encourage the Shift to Zero Emission Transport. To fill the gap Brexit will leave, the EU will likely need new resources. These should be generated from taxing carbon-intensive energy, for example by reforming the energy tax directive and including aviation in the VAT-framework. **Ending tax breaks for diesel fuel and aviation companies would generate over €40 billion in additional tax revenue per year, part of which could be channeled to the EU as own resources.**

1. EU Budget

The Multiannual Financial Framework (MFF) determines where EU money is spent. The Commission should present the post-2020 EU budget before 01 January 2018. The current budget runs from 2014 to 2020 with **approximately €100 billion** being spent on transport. This amount is divided into several spending schemes that each have different priorities. The relevant spending schemes for transport are the Connecting Europe Facility (CEF), the European Structural and Investment Funds (ESIF), and Horizon 2020. All the money made available from these schemes goes towards co-financing projects. The extent to which a project is co-financed by the EU is defined in legislation and is different depending on the economy of the country concerned, as well as the nature of the investment. Poorer regions of the EU are eligible for 85% co-financing while richer parts of Europe normally have a maximum co-financing rate of 50%. The EU budget is comprised of a small portion of gross national income and value-added tax revenue of all EU member states. A large share of import duties on non-EU products also contributes to the overall EU budget.

History of transport infrastructure investment in EU28

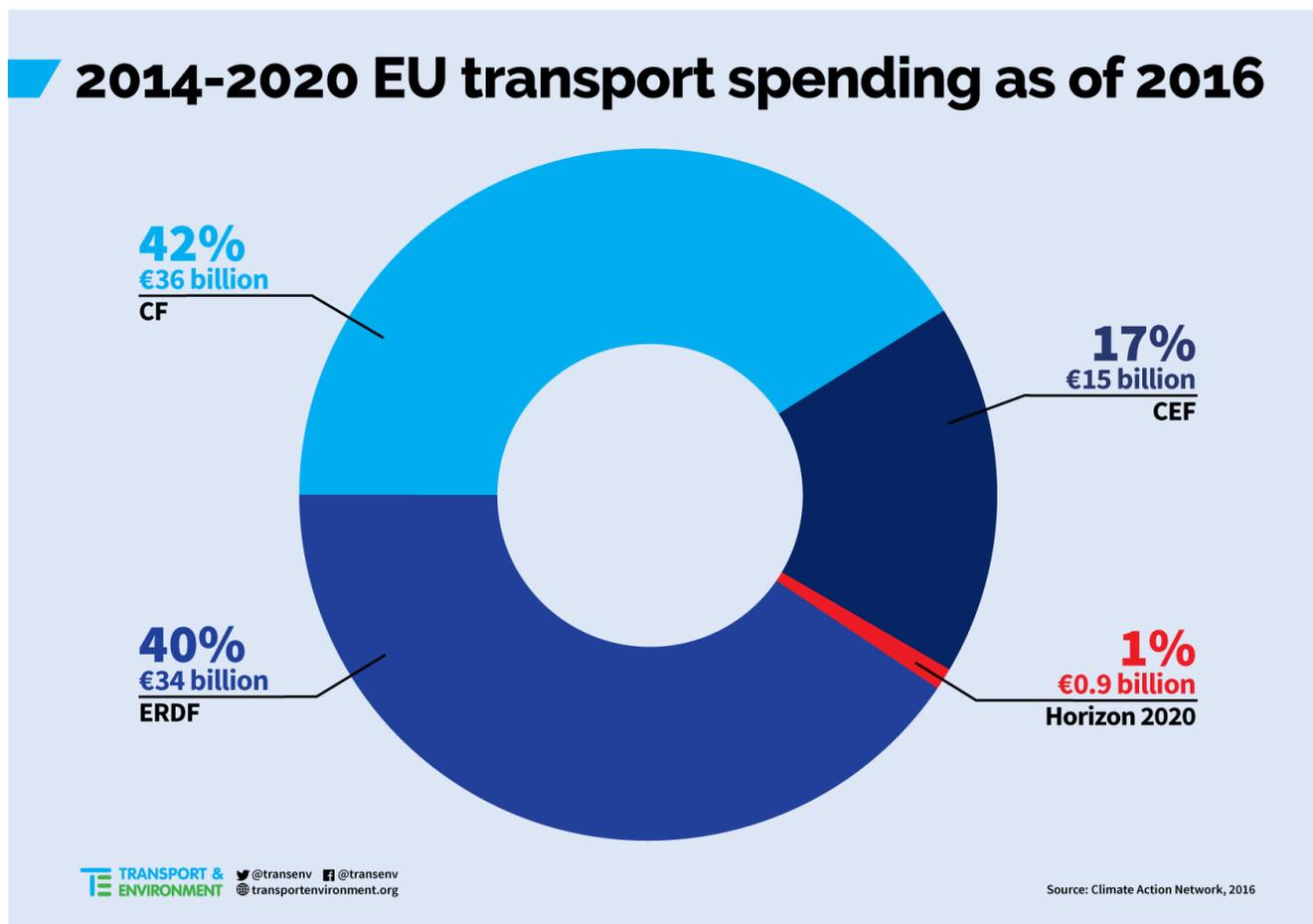


The Connecting Europe Facility (CEF) is focused on co-financing the construction of the TEN-T network, which is a large EU project to build better infrastructure in order to connect European countries by all transport modes. CEF is unique in that it is centrally managed, which means that the Commission is the main actor that selects the projects and ensures (with the Innovation and Networks Executive Agency) funding is aligned with policy priorities. The fund focuses on large international infrastructure. The majority of CEF money goes to rail infrastructure. DG Move are the relevant department within the European Commission in charge of this portion of the EU budget. CEF has a grant budget of €24.05 billion for the 2014-2020 period.

The European Structural and Investment Funds (ESIF) includes both the Cohesion Fund (CF) and the European Regional Development Fund (ERDF). This spending largely focuses on economically poorer parts

of Europe that historically had little or lower quality transport infrastructure. The majority of EU transport spending comes from ESIF with about half going to road infrastructure. DG Regio are the responsible department within the European Commission for this part of the EU budget. ESIF has a total budget of **approximately €70 billion to spend on transport for the 2014 to 2020 period: €35.6 billion for transport under the CF and €34.5 billion for transport under the ERDF.**

Horizon 2020 focuses on research and innovation. Money is spent on researching all modes of transport with many private businesses receiving funding to invest in research and development. The Horizon 2020 budget includes €6.3 million for smart, green and integrated transport for the 2014-2020 period. Horizon 2020 has a total budget of €80 billion available for the 2014 to 2020 period; making it the biggest EU Research and Innovation programme in history.



The European Investment Bank (EIB) also invests in transport but this is separate to the MFF. However, the EIB project known as the European Fund for Strategic Investment (EFSI) is increasingly sourcing money from the MFF to attract private investment in Europe. This guarantee provided by the EU budget to attract private investment in riskier projects **has been a key aspect of Juncker’s presidency of the European Commission.**

It is very likely that the post-2020 MFF will promote similar support for EFSI. This has an impact on public transport infrastructure where it is difficult to attract private investment. Moreover, insufficient research has been performed on the impact of this on climate financing. EFSI further decentralises the budget which may further complicate accountability, oversight, and strong links with EU policy. Private investors traditionally favour projects that bring a fast return on investment. Infrastructure like railway tracks and tramlines do not have a quick return on investment so companies in this field are concerned about EFSI^{iv}. Although this paper is focused on the MFF with the core focus being the Commission’s upcoming draft of

the post-2020 budget, the recommendations made in this paper regarding where money should be invested in transport also apply to the EIB as they are a bank that aim to reflect European values. The EU's commitment to tackle climate change should be shared and promoted by the EIB and through EFSI - in action as well as in words.

If Europe's transport spending is to shift more towards supporting private investment in infrastructure, then there is a greater need to ensure the appropriate conditions exist in EU policy to ensure investment in the most climate-friendly infrastructure.

The structure of the next EU budget is still to be determined over the coming years (during the 2018-2020 drafting of the post-2020 MFF and relevant policy). The fact that the United Kingdom will leave the EU has created speculation that the Commission's proposal will be delayed and might possibly start a new budget before 2020 depending on whether the UK stop contributing to the EU budget before then. In any case, the budget will be a very important topic for the Commission between now and 2020. The UK departure from the European Union can be seen as an opportunity to implement some much needed reforms into the system. However, it is also estimated that the 'Brexit Gap' will amount to around €10 billion per year which could complicate the discussions. Should real ambition and forward thinking be favoured, the so-called "Monti Report"^v calls for simultaneous overhaul of the EU's income arrangements proposing to finance the majority of EU expenditures via genuine own resources.

Genuine own resources could include the taxation of greenhouse gas emissions. Closing the gap between diesel and petrol taxes, applying an appropriate EU tax on kerosene, and harmonising taxation on diesel for locomotives across Europe, could all become new revenue sources for the EU budget. The Commission has recently initiated a review process of the Energy Tax Directive, which sets minimum tax levels for motor and other fuels. An update of the ETD, in particular with regards to diesel taxes could create additional revenues, part of which could be earmarked as EU own resources.

1.2 Where is the Money Going Today?

T&E commissioned CE Delft to analyse the available information on the current state of EU spending regarding the EU budget that runs from 2014-2020^{vi}. The consultants looked at the biggest transport spending projects. The findings have been published in conjunction with this position paper.

The analysis shows that a lot of money is being spent on expanding road, rail and aviation infrastructure. Meanwhile, five out of the ten largest investments made in "alternative energies for transport" go to fossil fuels (as can be seen in the annex).

Overall, the report shows that the EU is still spending a lot of money on infrastructure that locks in transport that is reliant on fossil fuels and increases emission from the sector. A large reason for such spending is insufficient accountability of the selection of projects to receive EU funding.

1.3 The Importance of Climate Change in Selecting Projects

In 2013, the EU committed to spend 20% of the budget on climate action. This was a cross-cutting target, meaning that it would apply to all sectoral spending. This cross-cutting nature makes it difficult to track where the money is actually going and whether the target is being met. According to the most recent European Court of Auditors report^{vii} on the topic, this target will be missed by about 1%. Given the complexity of the target, it is difficult to determine what the EU consider to be "climate financing" when it comes to transport spending. Transparency could be improved in this regard.

The Commission has made significant progress in mainstreaming spending on climate-friendly projects in the text of the Regulations relevant to the MFF. This is seen at the following levels:

- The political decision made by the EU institutions (in the context of the adoption of the MFF 2014-2020) to mainstream climate action and to announce an objective of making at least 20% of EU spending climate relevant.
- Enshrining climate objectives in the legal/guidance framework (legal basis for the new set of spending programmes, guidelines). The ESIF Regulation¹ and CEF² both highlight how transport spending should be focused on reducing emissions from the transport sector.
- There exists an implementing regulation on the methodologies for climate change support to be used in the ESIF funds^{viii}. As part of the approach, a common method exists to track climate-related expenditures in all EU instruments.

It is difficult to assess whether adequate importance is given to climate change when projects are selected due to the fact that proposals for funding are largely unavailable with little-to-no detail available on the climate impact assessments nor the attention paid to such issues. A post-2020 budget must ensure transparency in this regard and a means to assess the importance of climate change in project appraisals.

The fact that emissions are increasing from the transport sector in Europe shows that more needs to be done to reduce the climate impact of the sector. The next MFF provides the Commission with the opportunity to better align transport investments with a transition to zero emission transport.

Although separate to the MFF, The EIB has a target for 40% of EFSI financing to be in line with COP21 objectives. As no portion of EFSI is specifically earmarked for transport, the impact that this will have on clean transport infrastructure is uncertain. The EIB apply carbon footprint methodologies to project appraisal work to make sure that their lending is on-track to meet their 25% target, whereby a quarter of EIB lending would be on climate action in line with the Paris agreement. Sustainable transport accounted for €5.8 billion of EIB lending in 2015. This made 2015 the first year where the majority of transport projects financed by EIB were considered to be “sustainable transport” projects (50.2% of lending compared to 39% in 2014)^{ix}.

1.4 New Own Resources from Taxing Carbon Intensive Transport

The European Commission are rethinking the sources of revenue for the EU budget in preparation for the post-2020 budget. In June 2017, the Commission published a Reflection Paper on the Future of EU Finances^x that stated how “any new own resource should be conceived not only to finance part of the EU budget, but

¹ The ESIF Regulation 1303/2013 states that “The objectives of the ESI Funds should be pursued in the framework of sustainable development and the Union's promotion of the aim of preserving, protecting and improving the quality of the environment as set out in Articles 11 and 191(1) TFEU, taking into account the polluter pays principle. To this end, the Member States should provide information on the support for climate change objectives, in line with the ambition to devote at least 20% of the budget of the Union to those objectives”.

² The CEF Regulation 1313/2013 states that “The Commission has committed itself to mainstreaming climate change into Union spending programmes and to directing at least 20% of the Union budget to climate related objectives. It is important to ensure that climate change mitigation and adaptation, as well as risk prevention and management, are promoted in the preparation, design and implementation of projects of common interest. Infrastructure investments covered by this Regulation should help to promote the transition to a low-carbon and climate- and disaster-resilient economy and society, taking into account the specificities of regions with natural and demographic disadvantages, in particular the outermost and island regions. In the transport and energy sectors in particular, the CEF should contribute to the Union's mid-term and long-term objectives in terms of decarbonisation.”

also to accompany its core policies. As an example, common energy or environmental taxes could be applied to ensure a level playing field between companies and contribute to the global fight against climate change.”

‘Own Resources’ are the EU’s sources of revenue for the EU budget. This system means that certain tax revenues are directly paid to the EU without flowing via the national budget to avoid appearing as expenses. The reason is simple: the EU has more certainty for their finances and the EU budget **appears less as a ‘cost’** to the member states as such a reduction from national revenue could overshadow the perceived benefits of EU spending.

This Commission paper built upon a paper from the High Level Group on Own Resources (the so-called “Monti Report^{xi}) that highlighted how the EU budget is best served to invest in common European objectives; listing climate change action as one such common goal.

The Monti Report mainly focused on how European Member States should further develop EU ‘own resources’ so that the EU could have the financial resources necessary to meaningfully address such common challenges.

There are taxes in the transport sector that would both reduce emissions from the sector while generating revenue for the EU budget.

The below list of taxes would contribute to the EU budget while contributing to the achievement of national climate targets:

1. Increasing diesel taxes to align with petrol taxes would mean an increase of **€31.8 billion/year** in additional tax revenue^{xii}.
2. Taxing kerosene in aviation would generate approximately **€8 billion/year** by 2021 in tax revenue^{xiii}.
3. Applying a VAT rate of 5% to international flights within Europe would generate over **€3 billion/year**
4. Amending the Emissions Trading System to allow aviation to have only 50% instead of 85% free allowances would mean an additional **€666 million/year** in revenue by 2021^{xiv}.
5. Aligning diesel taxes for locomotives across Europe would also increase tax revenue from polluting rolling stock.
6. Ending fuel tax rebates for trucks (whereby users can reclaim part of the taxes paid on diesel) would mean billions of euro in additional tax revenue^{xv}.

Such taxes would help to decarbonise transport while generating revenue for the EU budget if agreed upon to become own resources. A total of over **€40 billion per year could be added** as own resources for the EU budget through such climate taxation. The amount of this that is devoted to transport could be earmarked for investment in zero emission transport.

2. How Should Money for Transport be Spent?

2.1 A Green Seal of Approval

There should be a climate rating scheme developed by the Commission that determines the climate impact of proposed projects. For a proper climate rating, a harmonised and transparent approach is imperative. Although environmental impact assessments and strategic environmental assessments are part of project proposals, the environmental impact of transport infrastructure is seldom a decisive factor in determining where the EU invests and climate plays a minor role in Environmental Impact Assessments. The fact that transport is now Europe’s biggest climate problem shows that more weight needs to be given to the

greenhouse gas impact of new infrastructure investments. Similar to what T&E called for in 2012^{xvi}, there should now be developed a rating scheme whereby any proposed projects would have to pass an additional and reliable test to evaluate their climate performance (in terms of greenhouse gas emissions). The idea is that the result of the rating would determine how much EU money the project would qualify for, meaning that the rate of co-financing would be greater for climate-friendly projects.

Such a climate impact assessment should be a mandatory prerequisite condition to access any EU funding. The project would need to contribute to decarbonising the transport sector in order to avail of EU money. There should also be more information made available on the weighted importance that climate change is given when projects are chosen to receive EU financing. Such transparency is key to ensure that climate targets are not simply mentioned in the terms of reference documents but actually given proper consideration in the appraisal of proposals.

Centralised management of funds can help in ensuring coherence between European objectives and how the EU money is invested. The more fragmented the management of the MFF is, the more likely that there will be disparities in how the different funds are spent. This is why the entire MFF should be managed to the extent desirable by member states by the European institutions. CEF is already largely managed by the Innovations and Networks Executive Agency (INEA) and DG Move. The cohesion funding is managed largely by member states and regional authorities. Unless there are sufficient resources spent to check each individual project for compliance with EU objectives then management of cohesion funds should be taken at EU level.

2.2 Allow Cities to Access EU Money

75% of Europeans live in urban areas and 80% of EU GDP is created in urban areas^{xvii}. Urban transport is responsible for 23% of greenhouse gas emissions in Europe^{xviii}. Often located on coasts or rivers, cities are particularly vulnerable to rising sea levels.

The trend towards urbanisation could be good news for the climate. Urban dwellers typically cycle and walk more, use mass transit more often and drive fewer kilometers by car. But for successful urbanisation - i.e. with dense, efficiently organised rather than sprawling cities - to occur, there will need to be significant investments in better quality urban transport. However, currently the vast majority of EU resources are not spent on cities but on intercity connections. These have fewer economic benefits and often contribute to increased rather than reduced transport emissions.

Urban spending to date

The EU is already investing a portion of the budget on clean urban infrastructure and vehicle deployment. The EU are also supporting work on major procurement principles.

The EU are attempting to accelerate EIB investment in clean urban transport. For example, a CEF grant of €8 million was combined with an EIB loan of €75 million to upgrade tram systems, purchase 10 hydrogen fuel cell buses, 10 trolleybuses with hydrogen fuel cell range extenders, and purchase the required refueling infrastructure for hydrogen^{xix}.

According to Article 7 of the ERDF regulation, ERDF shall support, within operational programmes, sustainable urban development and Member States are obliged to earmark at least 5% of their national ERDF resources under the Investment for Jobs and Growth goal for these integrated actions for sustainable urban development.

There are various schemes under the cohesion policy that cities can benefit from. URBACT III is one example. URBACT is a cooperative programme that promotes exchange and learning between cities. It is a positive

initiative but it clearly doesn't go far enough as cities require financial support to clean their transport systems, which URBACT fails to provide. The Urban Innovative Actions Initiative does provide urban areas with resources to test new and unproven solutions to address urban challenges. It can co-finance a project up to 80% (maximum €5 million) over 3 years. The total budget of the project is €371 million over the period 2015-2020.

The table below shows where money is currently being spent in urban projects today.

Ten largest EU contributions to urban transport

Country	Project	EU contribution	Fund
 Poland	OP infrastructure and environment - clean urban transport infrastructure	€2,158,540,780	ESIF
 Greece	Transport, infrastructure, environment and sustainable development OP - clean urban transport infrastructure	€1,118,890,585	ESIF
 Romania	Regional operational programme - clean urban transport infrastructure	€907,186,384	ESIF
 Hungary	Integrated transport OP - clean urban transport infrastructure	€625,274,112	ESIF
 Romania	Large infrastructure operational programme - clean urban transport infrastructure	€543,319,149	ESIF
 Czech Republic	Integrated regional operational programme - clean urban transport infrastructure	€448,904,902	ESIF
 Poland	OP development of Eastern Poland - clean urban transport infrastructure	€418,104,875	ESIF
 Italy	ROP Sicilia ERDF - clean urban transport infrastructure	€400,500,000	ESIF
 Czech Republic	Transport - clean urban transport infrastructure	€392,648,369	ESIF
 Poland	Regional operational programme for Slaskie Voivodeship - clean urban transport infrastructure	€358,607,765	ESIF
		€7,371,976,921	


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Source: CE Delft

A larger portion of the next EU transport budget should be earmarked for clean urban spending. Cities should either be allowed to apply directly for EU funding or to apply jointly with other cities. This joint procurement would allow for cities to invest in clean transport technologies in a way that removes part of the administrative burden that comes with such proposals. Furthermore, the financial support provided by the EU budget for such joint calls would bring down the cost of infrastructure (economies of scale). Cities could apply for EU money to invest in bicycles, commuter trains, congestion charging infrastructure, and electric vehicle recharging stations (to provide a few examples).

There are many collaborative efforts amongst cities to tackle climate change: For example, the C40 International Climate Network for Cities, International Council for Local Environmental Initiatives, United Cities, and the Global Covenant of Mayors for Climate and Energy. When cities communicate, they can inspire one another and share best practices. Allowing cities to work together to access EU funds would promote such collaboration and establish better channels of communication between European cities and regions.

As a means to promote clean urban mobility in the next MFF, The EU should also promote a centralised procurement service and standardise the application for such joint city procurement. An example of such a

system is the Öko Beschaffungs Service^{xx} (ÖBS) in Austria. The ÖBS was set up in 2001 to provide a centralised procurement service for 80 local authorities in the Region of Vorarlberg, focusing on the organising of joint procurement activities for environmental products. Results have shown that financial savings of up to 30% have been achieved, and administrative workload reduced by up to 60%, with an average saving of approximately 40% across all product groups covered. Allowing cities to avail of EU funds for transport via joint procurement would aid cities in improving the quality of life in urban areas and reducing the climate impact of transport there. This would also have positive impacts on reducing sound and noise pollution in cities, which is crucial to the future health of Europeans.

2.3 EU Money Should be Spent on Promoting Electrification

EU money should be spent on electro mobility as this has the highest potential to decarbonise the transport sector. Spending on electric infrastructure should especially focus on innovative solutions and on areas where there is no or a more limited business case for the private sector to invest.

A comprehensive and well-developed network of charging infrastructure is essential to ensure consumer uptake of electric vehicles. When rolling out infrastructure, priority should be given to the deployment of multi-standard, fast-charging stations along major EU trunk roads. Already now, several European projects were co-financed by the Ten-T programme, leading to the construction of 429 fast charging points in the EU.^{xxi} These initiatives constitute best practices, and should serve as an example for the future funding allocated to charging infrastructure deployment. EV development forecasts for the coming years suggest that significant investments will have to be directed towards the installation of the necessary charging infrastructure. A future-proofed EU budget will have to take account of this major mobility transition away from the internal combustion engine to electric powertrains.

In the Alternative Fuels Infrastructure Directive^{xxii}, the Commission estimated the need for publicly accessible charging points at EU level to be 800,000 by 2020. However, three years before the deadline, there are only around 120,000 charging points EU-wide. This suggests that co-financing the installation of charging infrastructure should be a priority for any post-2020 investments aiming at transport decarbonisation.

The transition to electric mobility and the reduction of air pollution in cities have both been promoted in many parts of Europe via a tolling system. Stockholm, London, and several German cities are all examples of places where charging systems (or 'Low Emission Zones') are in place to dissuade the use of fossil fuel cars within the city and promote both multimodality and cleaner vehicle uptake. There is some infrastructure required to implement such a tolling system effectively. Money should be made available for cities and countries to purchase the technology necessary to implement smart road charging systems that promote the 'user pays' and 'polluter pays' principles.

Money for rail should focus on electrification of lines where it is cost effective and should also focus on the low-hanging fruit. There are many cross-border^{xxiii} or commuter projects that would have a large impact on modal shift with relatively low investment needed. In July 2017, the *European Commission invested €140m in 13 cross-border transport projects in Austria, Belgium, France, Germany, Ireland, Netherlands, Poland, Portugal, Slovenia and Spain*^{xxiv}. More money should be spent on such projects and on upgrading existing infrastructure. This would better ensure the existence of a single European railway area and a railway system that best contributes to climate targets.

It is difficult to attract private investment in railway, metro, and tram infrastructure due to the low and slow level of return on investment. This is why CEF and ESI grants should continue to exist for such transport modes. EFSI should be reserved for clean infrastructure where there's a higher and faster return on investment so, therefore, is more likely to attract private investment.

Due to the fact that a shift to zero-emission aviation is unforeseeable, the EU should stop investing in airport expansion but reserve money for this mode only on research and development. This mode is by far the most carbon intensive means of transport and, as a result, should receive no EU support for physical technology or infrastructure until a scientifically credible path to zero emission is in place. The taxation of kerosene could contribute to a research and development budget for the aviation sector.

But spending on electrification shouldn't be limited to the transport sector. The transition to a decarbonised economy hinges on the complete decarbonisation of the power sector. A power system based on renewables will require more flexibility, interconnections storage and other new features to balance the system. The EU should make this a key part of its investment agenda.

3. Conclusions

Taxing greenhouse gas-intensive transport at appropriate rates could provide significant own resources for the EU budget. Europe needs to better spend its transport budget to address the problem of rising emissions from the sector. Transport is now the biggest emitter of greenhouse gases in Europe, air pollution in cities is at dangerous levels in many European countries, and noise continues to cause health problems for millions of Europeans. Investment in the right infrastructure to address these problems will send a clear message globally that Europe is a climate leader and cares about the health of citizens.

For most of the people living in Europe, the EU budget is a direct representation of what the EU's priorities and values are. People deserve cleaner and better transport systems. The infrastructure that we invest in today will be used by future generations as most infrastructure is maintained once it is built. Investment in zero emission mobility will motivate people to travel in a cleaner manner as the availability of clean options will determine usage and uptake.

The Commission have an opportunity to help tackle the problem of emissions from transport when they draft the upcoming EU budget. If a clear commitment to decarbonising transport is made then it would show Europe to be a global leader in this field and the private investment would largely follow the infrastructure-driven demand for clean transport.

Further information

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Annex:

Ten largest EU contributions to transport-specific alternative energy projects

<u>Country</u>	<u>Project</u>	<u>EU contribution</u>	<u>Fund</u>	<u>Alternative energy type</u>
 France	SMT Artois Gohelle - Projet BHNS Bulles	€110,000,000	EFSI	Hydrogen and hybrid
 Germany	Knappenrode-Horka German Polish border: upgrade, electrification and ETCS	€33,300,000	CEF	Electricity
 Hungary	Deployment of ETCS L2 onboard units on 59 FLIRT (EMUs) electric multiple units	€25,075,000	CEF	Electricity
 Spain, France, Italy, Portugal, Slovenia	Sustainable LNG operations for ports and shipping - Innovative Pilot Actions (GAINN4MOS)	€19,218,567	CEF	LNG
 Poland	Electrication of railway lines no. 278 and 274, Wegliniec-Zgorzelec section	€19,086,542	CEF	Electricity
 Finland, Germany, The Netherlands, UK	DOOR2LNG - upgrade of the maritime link integrated in the multimodal container transport routes	€17,038,000	CEF	LNG
 Lithuania, Sweden, Estonia, Germany	Blue Baltics - LNG infrastructure facility deployment in the Baltic Sea region	€15,046,500	CEF	LNG
 Hungary	PAN-LNG project	€14,435,797	CEF	LNG/LCNG
 Germany, The Netherlands	ReaLNG: turning LNG as marine fuel into reality in the North Sea-Baltic region	€13,082,775	CEF	LNG
 Spain	Supply, electrical facilities and acoustic works on the HSRL section Chamartin-Atocha- Torrejón de Valesco	€11,447,416	CEF	Electricity
		€277,730,597		

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- ⁱ <https://www.transportenvironment.org/press/transport-now-europe%E2%80%99s-biggest-climate-problem-eea-data>
- ⁱⁱ <https://www.eea.europa.eu/media/newsreleases/many-europeans-still-exposed-to-air-pollution-2015/premature-deaths-attributable-to-air-pollution>
- ⁱⁱⁱ https://ec.europa.eu/transport/media/news/2016-09-16-european-mobility-week_en
- ^{iv} <http://www.eimrail.org/publications/press-release/associations-warn-against-risks-of-shifting-cef-money-to-efsi>
- ^v http://ec.europa.eu/budget/mff/hlgor/index_en.cfm
- ^{vi} CE Delft, Nelissen et al., Is the EU investing wisely in transport? (April 2017).
- ^{vii} http://www.eca.europa.eu/Lists/ECADocuments/SR16_31/SR_CLIMATE_EN.pdf
- ^{viii} <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R0215>
- ^{ix} <https://www.transportenvironment.org/sites/te/files/EIB%20Presentation.pdf>
- ^x https://ec.europa.eu/commission/publications/reflection-paper-future-eu-finances_en
- ^{xi} Final report and recommendations of the High Level Group on Own Resources, Future Financing Of The EU, Brussels, December 2016
- ^{xii} <https://www.transportenvironment.org/news/%E2%82%AC27bn-subsidy-diesel-cars-last-year-lower-fuel-tax>
- ^{xiii} <https://www.transportenvironment.org/newsroom/blog/see-how-reformed-aviation-ets-can-work-better>
- ^{xiv} <https://www.transportenvironment.org/newsroom/blog/see-how-reformed-aviation-ets-can-work-better>
- ^{xv} <https://www.transportenvironment.org/news/%E2%82%AC27bn-subsidy-diesel-cars-last-year-lower-fuel-tax>
- ^{xvi} <https://www.transportenvironment.org/publications/reducing-climate-impacts-transport-spending>
- ^{xvii} <http://www.eea.europa.eu/themes/urban/intro>
- ^{xviii} https://ec.europa.eu/transport/media/news/2016-09-16-european-mobility-week_bg
- ^{xix} <https://www.transportenvironment.org/sites/te/files/DG%20Move%20Presentation.pdf>
- ^{xx} <http://www.nachhaltigebeschaffung.at/%C3%B6kubeschaffungsservice>
- ^{xxi} http://www.cegc-project.eu/images/TEN-T_Closing_event_press_release.pdf
- ^{xxii} Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure
- ^{xxiii} http://www.michael-cramer.eu/fileadmin/documents/Publikationen/MissingLink_EN_Platat_2015_www.pdf
- ^{xxiv} <http://cor.europa.eu/en/news/Pages/cross-border-communities.aspx>